

The China Mail

Established February, 1846.

Vol. XLVIII. No. 9288.

號八月一十九百八十一英

HONGKONG, TUESDAY, NOVEMBER 8, 1892.

日九月九辰王

NO. 1 Prior \$2 per Month

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Edmund Street, M. C. GIBSON, STEPHEN & CO., 30, CORNWALL, GORDON & GORKE, 20, QUEEN'S ROAD, E.C. GIBSON, 10, QUEEN'S ROAD, E.C. GIBSON, 10, QUEEN'S ROAD, E.C. GIBSON, 15, QUEEN'S ROAD, E.C. ROBERT WILSON, 159, Fleet Street.

PARIS AND EUROPE.—AMERIQUE PARIS, 36, Rue Lafitte, Paris.

NEW YORK.—J. SWETWELL HOPPER, THE CHINESE NEWSPAPER OFFICE, 52, West 22nd Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BALM & BRACE, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CYPRUS.—W. H. BEECH & CO., THE ALEXANDRIAN TRADING CO., KELLY & SONS, LTD., CYPRUS.

NOTICES OF FITTINGS.

NOTICE.

DAIRY FARM COMPANY, LIMITED.

MR. J. WALKER has been appointed Manager.

By Order of the Board.

W. HUTTON POTTS, Secretary.

Hongkong, October 15, 1892. 1843

NOTICE.

THE UNDERSIGNED have this Day been appointed Agents for the SOUTH PACIFIC FIRE AND MARINE INSURANCE COMPANY of New Zealand and are prepared to accept FIRE and MARINE RISKS at Current Rates.

S. J. DAVID & CO., Agents.

Hongkong, November 1, 1892. 1913

BANKS.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £5,000,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GIBSON, Esq. CHOW TUNG SHANG, Esq.

Q. M. KEE, Esq. CHAN KEE, Esq.

Q. J. HIRST, Esq. J. W. WOTTON, Esq.

KWAN HOI CHEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR, Esq.

Advisory Committee in London.

THOMAS CAMBRAY, Esq., Messrs. Dent.

PALMER & CO., Messrs. John Buttry & Co.

O. B. STUART WORTLEY, Esq., Q.C., M.P. for Hull.

GEORGE MUNROE, Manager.

BANKS.

PAGE'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, Manager.

Shanghai—C. J. GALLOWAY, Manager.

Amoy—J. ANDERSON, Manager.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed 3%.

in. 15 do. 4%.

do. 3 do. 3%

Current Accounts 2%.

For rates of interest for other periods apply to the Manager.

Hongkong, September 26, 1892. 22

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-IN CAPITAL, £10,000,000.

RESERVE FUND, £1,300,000.

RESERVE LIABILITY, £10,000,000.

PROFITS, £100,000.

COURT OF DIRECTORS:

F. E. DAVIES, Esq.—Chairman.

H. HOPPES, Esq.—Deputy Chairman.

HON. JAMES J. BELL, JULIUS KRAMER, Esq.

LEWIS, J. P. WADE GARDNER, Esq.

G. J. HOLIDAY, Esq. D. R. SASOON, Esq.

CAPTAIN JONES, Esq.

GERALD SLADE, Esq.

CHIEF MANAGER:

HONGKONG—F. DE BOVIS, Esq.

MANAGERS:

SHANGHAI—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account, at the rate of 2% per cent. on amounts on the daily balance up to £100,000.

On Fixed Deposits—

For 6 months 3% per cent. per annum.

" 12 " 4 " 2% up to £200,000.

" 12 " 4 " 2% on sums in excess of £200,000.

E. DE BOVIS,

Chief Manager.

Hongkong, September 28, 1892. 1456

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 4% PER CENT. per annum. Depositors may transfer at their option balances of £100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

F. DE BOVIS,

Chief Manager.

Hongkong, August 1, 1892. 1515

Intimations.



POLICE NOTICE.

NOTICE has been Received that the ASIAN PERMANENT BOUNDARIES will take place on WEDNESDAY NEXT, the 9th, and THURSDAY, the 10th instant, and that in consequence thereof all the ROADS within the MILITARY GANTONMENTS will be CLOSED to the Public from 8 a.m. on WEDNESDAY, the 9th instant, to 7 a.m. on 10th instant.

A. GORDON, Major-General, Captain Superintendent of Police
CENTRAL POLICE BARRACKS, Hongkong, November 7, 1892. 1963

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

LANE, CRAWFORD & CO.

L. C. & Co.'s
Manila Cheroots
SPECIAL QUALITY.

Mild and Light-drawing.

In Boxes of 100, price \$2.75.

LANE, CRAWFORD & Co.

Hongkong, November 5, 1892. 1958

ROBERT LANG & Co.

NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND S E R G E S.

TROPICAL TWEEDS, HOMESPUNS AND COATINGS.

TERAI HATS (all colors) and SUN HATS.

BOOTS AND SHOES.

WATERPROOF COATS AND UMBRELLAS.

&c., &c., &c., &c.

Hongkong, November 3, 1892. 1955

THE MOUNT AUSTIN HOTEL,
Telegraphic address, 1,400 FEET ABOVE SEA LEVEL
No. 35, Kowloon Point.

TARIFFE FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893 SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person \$ 3.00

Board and Lodging by the Day for Married Couples occupying one room 4.50

Board and Lodging by the Month, one person 60.00

Board and Lodging by the Month for Married Couples occupying one room 100.00

CHILDREN BY SPECIAL ARRANGEMENT.

Sitting-room by the Day \$ 1.00

Sitting-room by the Month 30.00

Extra Bed-room by the Day 1.50

Extra Bed-room by the Month 20.00

Bed and Breakfast 2.50

(Bedroom extra) 20.00

Chinese Servants by the Day 0.15

TRAMWAY TICKETS will be supplied to Residents and Visitors at the Hotel at reduced rates.—For further Particulars apply at the Company's Office, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel.

Hongkong, October 7, 1892. 1758

W. POWELL & Co.

LARGE ESTABLISHMENT OF
New Goods EX SEAMSHIP CANTON.

NEW WEST SPECIALTIES IN
DRESS MATERIALS.

W. POWELL & Co. Hongkong, November 5, 1892. 1957

HONGKONG HOTEL.

Telegraphic address, "Keween"—A. B. C. Code.

THE MOST COMMODIOUS AND BEST-APPOINTED HOTEL in the Far East; situated in the center of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STAFF LUNCHEON conveys passengers and baggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open on spacious Verandas, are lighted by gas and fitted throughout with electric con-

sumators.

The READING, WRITING, AND SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BAR and PUBBLIC BILLIARD ROOMS (See English and American Tables) are fitted with every convenience.

A GRILL ROOM, where chops, steaks, &c., are served at any hour, adjoins the Hotel.

WINES AND SPIRITS of the BEST BRANDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NETT PORTRAITS and WATERCOLORS are continually on duty.

R. TUDDER, Manager.

Hongkong, October 21, 1892. 1842

INTIMATIONS.

A. S. WATSON & Co., LIMITED.

A N INTERIM DIVIDEND on account of the Rate of SEVENTY CENTS per TEN DOLLAR SHARE or 7 per cent. on the Capital of the Company will be PAYABLE at the HONGKONG & SHANGHAI BANK on and after the 9th instant, or

WARRANTS to be obtained from the Undersigned.

LOCAL SHAREHOLDERS are requested to apply to the Company's Office for their Warrant.

NOTICE is given that the HONOURABLE THE CHINESE JUDICIAL BRANCH has issued an Order limiting it to the 30th of NOVEMBER, 1892, the time for sending in CLAIMS against the said Estate.

All Creditors and others having any CLAIM on the said Estate are hereby required to notify the same to the Undersigned before the said date.

Dated the 2nd November, 1892.

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THE CHINA MAIL.

No. 9288.—NOVEMBER 8, 1892.

Entertainments.

A LEAP FROM THE CLOUDS.
G R A N D BALLOON ASCENT
AND
P A R A C H U T E D E S C E N T,
BY THE AERIAL CHEF,
S E N Y O R L E O H E R N A N D E Z,
at West Point,
T O - M O R R O W E V E N I N G,
9th November, at 9 p.m.

ADMISSION: Circle \$1.00.
Enclosure 0.60.
Soldiers, Sailors and Children half price.
Hongkong, November 8, 1892. 1892

HONGKONG A M A T E U R
D R A M A T I C C L U B.

The above CLUB will give TWO
P E R F O R M A N C E S
of
I N H O U R O U N D
A N D
O N B A L L,
O N

S A T U R D A Y, 12th November,
T U E S D A Y, 15th November,
at the
T H E A T R E R O Y A L,
C I T Y H A L L.

Doors open at 8.30 p.m.
Performance at 9 p.m. precisely.

Tickets can be obtained at Messrs. LANE,
CRAWFORD & CO's on and after Tuesday,
the 8th November, at 11 a.m.

Dress Circle and Stalls \$2.00.
Back Seats \$1.00.
Hongkong, November 4, 1892. 1892

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI,
PLYMOUTH AND LONDON;
Also,
BOMBAY, MADRAS, CALCUTTA
AND
A U S T R A L I A.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

**THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship:
SURAT, Captain R. J. STEWART, with
Her Majesty's Mail, will sail from
this port for BOMBAY, on THURSDAY,
10th November, at Noon, (concurrent with
the CLYDE at BOMBAY,) apply to
SUEZ CANAL, arriving that port on the
3rd DECEMBER, 1892.**

Cargo will be received on board until 4
p.m., Goods and Specie (gold) at the Office
until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be
transhipped at Colombo; General Cargo
for London will be conveyed via Bom-
bay. Tea will be sent either via Bombay
or Colombo according to arrangement.

For further Particulars regarding
FREIGHT and PASSAGE, apply to
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY's Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so upon application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSEILLES. H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 2, 1892. 1892

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTO PORTS;
Also,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 14th day of November,
1892, at 3 p.m., the Company's S.S.
SAUDSEN, Captain H. STEWART, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this port at noon,
calling at GENOA.

Shipping Orders will be granted till
5 p.m. on the 13th November. Cargo will
be received on board until 10 a.m. or the
14th November. (Parcels are not to be sent
on board; they must be sent to the Agent's
Office). Contracts of Passage are required.

The Steamer's splendid Accommodation
and services a Doctor and Steward.

For further Particulars, apply to
MELOCHESS & CO., Agents.

Hongkong, October 31, 1892. 1892

The Overland China Mail,
CONTAINING ACCOUNT OF
THE 'BOKHARA' DISASTER,
COUP OF INQUIRY, &c.

PRICE, 30 CENTS.
Hongkong, October 27, 1892.

Mails.

Occidental & Oriental Steam- Ship Company.

TAKING CARGO AND PASSENGERS
TO THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
FRIDAY, Nov. 11.
OCTOBER..... TUESDAY, Nov. 20.
TUESDAY, Dec. 20.

THE Steamship BELGIO will be
dispatched for San Francisco, via
Yokohama, on FRIDAY, the 11th
November, at Daylight, connecting being
made at Yokohama with Steamers from
Shanghai and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria,
Esquimalt New Westminster, Port Town-
send, Seattle, Tacoma, Portland, O.

To Liverpool and London \$325.00

To Paris and Bremen \$345.00

To Havre and Hamburg \$355.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERSEAS AND

CITIES, FIRST CLASS.

DESTINATION.

30 days
Ticket
30 days
Ticket
30 days
Ticket

Kansas City, Mo., Omaha, Neb. 265.00

St. Louis, Mo. 265.00 291.50

St. Paul, Minn. 262.90

Chicago, Ill. 297.60 265.00

Milwaukee, Wis. 290.50 295.00

Cincinnati, Ohio 302.30 301.50

Columbus, Ohio 304.23 304.20

Detroit, Mich. 304.95 302.75

Cleveland, Ohio 306.55 305.00

Toronto, Canada 309.95 307.45

Pittsburg, Penn. 310.25 307.00

Niagara Falls, N.Y. 311.00 308.50

Baltimore, Md. 317.00 311.75

Montreal, Canada 319.75 313.00

Philadelphia, Penn. 318.45 312.60

New York 315.75 315.00

Boston, Mass. 321.15 317.00

Portland, Maine 327.25 317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Prepaid

return ticket to San Francisco will be issued at following rates—

4 months \$337.50

12 months \$400.00

Time is required from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, returning from San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to weight in full; and same will be received by the Company's Office until 5 p.m. the day previous to sailing.

Conular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, November 7, 1892. 1892

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

Polyphemus, Captain Lee, will be
dispatched as above on

FRIDAY, the 11th Instant, at 5 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 8, 1892. 1892

CHINA NAVIGATION COMPANY,

LIMITED.

REGULAR MEETING of the above

LODGE will be held on THURSDAY,

the 10th Instant, at 5.30 p.m. precisely.

Hongkong, November 8, 1892. 1892

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

WANTED.

STOREKEEPER—Wanted, a Respectable European as Godown Keeper, to take Charge of Stores. Apply, with Testimonials as to character and experience, to

E. HOLLOWAY,
General Agent,

CANADIAN PACIFIC RAILWAY CO.

Hongkong, November 8, 1892. 1892

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

FRIDAY, Nov. 11.

OCTOBER..... TUESDAY, Nov. 20.

TUESDAY, Dec. 20.

THE OVERLAND RAILWAYS,

VIA

CHINA NAVIGATION LODGE OF

INSTRUCTION.

A regular meeting of the above

LODGE will be held on THURSDAY,

the 10th instant, at 5.30 p.m. precisely.

Hongkong, November 8, 1892. 1892

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

WANTED.

STOREKEEPER—Wanted, a Respectable

European as Godown Keeper, to take

Charge of Stores. Apply, with Testimonials as to character and experience, to

E. HOLLOWAY,
General Agent,

CANADIAN PACIFIC RAILWAY CO.

Hongkong, November 8, 1892. 1892

THE OVERLAND RAILWAYS,

AND

THE CHINA MAIL.

LOCAL AND GENERAL.

The Pacific Mail Steamship Co.'s s.s. *Perry*, with mails, &c., from San Francisco to October 16, left Yokohama for this port on Saturday, Nov. 5, at daylight, and may be expected here on about Thursday, Nov. 10.

The Northern Pacific s.s. *Loo Si*, from Tacoma, Wash., and Victoria, B.C., left Yokohama for Hongkong s.s. *Kobe* on Nov. 7.

The delivery of the English Mail was begun at 7.10 a.m. yesterday.

The O. S. S. Co.'s s.s. *Amur* left Singapore this morning for Hongkong.

The Glen Line s.s. *Glenorchy*, from London for this port, left Singapore this afternoon.

The Empress of China arrived at Nagasaki at 7 a.m. yesterday, and left at 4 p.m. same day for Vancouver via Kobe and Yokohama.

The Tyne has left with a new crew for the *Hochim*, as well as for the *Nymph* and *Daphne*.

The following appointment has been made to the admiralty:—Com. G. H. C. MacArthur, to the *Diamond*, to date Sept. 22.

At the Magistracy to-day Captain Hastings sent an Amb fireman to goel for 60 days for assaulting Sylvester Smith, chief engineer of the *Esmeralda*, yesterday.

The Sand 1st Shropshire L.I. will play the following programme at the Officers' Mess, Murray Barracks, to-morrow, the 9th inst., commencing at 8 p.m.:—

Quadrille 'Royal Boudoir' ... D. Godfrey. 'Reminiscences of Herold' ... D. Godfrey. 'Valse' ... Venetian Song' ... Bucaille. Selection 'La Cigale' ... Andran. Polka ... The Students' ... Coker.

The following telegram has been received from F. H. Seymour, Inuria, dated 4th and 6th October, 1892:

Santa Rita Mine progressing favourably. Shaft sunk 60 ft. in first-class ore. Estimate value of ore at \$6250. Santa Ross Mine does not look encouraging. Estimate of prospecting is most satisfactory. Have discovered a compact well-defined ledge between walls of 12 feet, valued at \$50. Will telegraph again after having visited the mines.

CAPTAIN H. J. May, C.B., (says a naval correspondent of the *London and China Express*), has surely deserved a better billet than the command of the *Hyacinth*, to which he was last week appointed. The *Hyacinth's* sister, *Pyjades* and *Rapide*, are commanded by commanders, and the vessels have only 1,420 tons displacement. Captain May was a lieutenant of the *Superior* at Alexandria; has been assistant secretary, and subsequently a member of the Ordnance Committee, and was promoted for his conduct at the defeat of the Dervishes near Suakin in 1888. The command, however, it may be pointed out, is far more important than appears at first sight. Ships of this class are usually commanded by officers of the rank of commander, but, owing to the fact that the *Hyacinth* is to be employed in the Bering Straits, it is extremely necessary that her commander should be a man of exceptional attainments. Captain May is quite the right man, in the right place, and well qualified to keep a sharp eye on English interests in that very troublesome region.

It was expected, says the *London and China Express*, that Mr O'Conor, the new Minister to China, would have been made K.C.B. before starting for his post. This is not his first visit to that country, as he was Secretary of Legation there before becoming Consul-General at Soho. He is a Roman Catholic, and claims descent from the old King of Ireland, in token whereof he spells his name with one 'n.' He has abrupt manners but a kind heart, and at Soho was a universal favorite. As a young man he occupied diplomatic posts in outlandish parts and had a variety of adventures at different times. He especially enjoys recounting tales of his travels through brigand-infested districts in South America. A brigand, he says, accosts you with the inquiry 'Teneas deuoro!' (Has you no money?). If you show signs of dawning a resolve at once, he has at his disposal instantly, and you are compelled to turn out your pockets. If, on the other hand, you are up to the ropes, you reply! Yes, sir, it is at your disposal, and puts hand to your pocket as if to draw it out; but instead of money you produce a loaded pistol and bid him be off. Mr O'Conor was married the year before last, and has one son. The wedding took place at a very critical moment in Eastern politics, and the Government only allowed him ten days to go from Soho to London (some sixty hours' hard travelling), get married, and return to his post. He accomplished the feat with some hours to spare.

We are informed that M. de Bezware, formerly French Consul at Tientsin, has just been appointed to Philippopolis, which his many friends will gladly recognize as a proof that his recent visit to Tientsin was not a disastrous measure as the result of Mr Balfour's suggestion to have been.—*M. C. Daly New York*.

At the Penang Municipal meeting on the 28th October Mr. Adams moved that a sum of \$5,000 be expended in the Budget for next year as an estimated expenditure for a public swimming bath. He said he was provided with plans and had been suggesting to make it to locality, etc., that they would be submitted later on. Mr Wright seconded the motion, which was carried unanimously.

Br. the death of the Duke of Sutherland, Lord Stafford comes into possession of several fine estates and Stafford House, which is likely, under these new conditions, to be once more thrown open next session, when the lovely Lady Stafford will grace her high position. The story of how Lord Stafford first met his bride is well known. He was dining with Blanche, Lady Roseyn, one night, and, to avoid the fate of number, she was allowed to come in to dinner. He straightway fell in love, with the result that she was engaged to be married before she was presented, and was married when only 17.

News reaches us from Hunan (says the *N.C. Daily News*) that in Lichow and Changtu Fu more anonymous placards appeared early in October, and a new book has been published denouncing foreigners and telegraphs. The prime mover is said to be a scholar named Tseng Siao-fung (曾少峰) residing in the Shihlin district, Lichow. On the 30th of September last a chemist's shop kept by a Christian in a village of Lichow was entered and the furniture smashed. The Christians were ordered to abjure the foreign religion, or leave Lichow prefecture.

Mr Chamberlain, in presenting the prizes at the annual autumn sports of the Birchfield Harriers, said: 'I do not suppose that in the history of the United Kingdom there is any man who is less of an athlete than I am. I do not cycle, I do not ride, I do not walk. What can help it, I do not play cricket, I do not play football, I do not play tennis, and I do not even swim, which, I believe, has been assured to be an indispensable condition of statesmanship. The fact is, I do not take any exercise at all. Now I have made this confession to you. As I have said, I do not much believe in exercise; but in spite of what I have told you, I manage to keep tolerably well; at the same time, I do not want to recommend that all of you should imitate my example, and I will not promise that if you did the result would be equally satisfactory.'

CORRESPONDENCE.

RETROGRADE MOVEMENT BY THE TRAMWAY COMPANY.

To the Editor of the 'CHINA MAIL.'

8th November, 1892.

Sir,—Having carefully perused the long circular which the management of the Tramway Company have deemed it desirable to issue, and while unprepared to undertake the criticism of the many points included therein which lay themselves open to fair criticism, I would venture to deal with the content of monthly tickets.

Hitherto, the monthly tickets, have been payable for \$10 for a monthly ticket, and at that price considered a good value, paying dearly for my ride. These fares are hard and give no indication of softening, and this increased charge of \$11 consider a downright hardship—altogether unjustifiable. That the Company should take such a retrograde step must be a surprise to those who know the Directors, men of business, and as such fully alive in the conduct of business to their own interests and the interests of those for whom they act, would have been giving their best consideration as to how to popularise the Tram system, instead of doing anything likely to check its prosperity. The simple announcement of an increased tariff has had the effect of arousing the indignation of those who use the Tramway most frequently. Such an ultimate increase of \$2 is a pretty sure indication that the Company will be made to still further increase the rate, with the return of more propitious times.

Again altogether from this, let us consider that the \$10 charge is a fair payment for service received. Were we to compare this with services received at home and in most other places, I would be inclined to say that the sum paid was handsome. Without instituting anything against the present management, I think the present tariff sufficiently high to cover working expenses and give a fair return for invested capital. If the receipts are not sufficient, what is the cause? I venture to think the answer to this will be found in the meagre indications put out to residents to utilise what might be a very popular mode of travelling to Hill District. To use the utmost honesty, I would recommend the Directors to consider the best means to increase the traffic, not the rates.

If the Directors have the interests of the Company at heart, which I am willing to give them credit for, they will think twice before forcing us back to toilous labour as I hear threatened on all sides.—Yours,

TOPSIDE.

SUPREME COURT.

IN BANKRUPTCY.

(Before His Honour Mr. Fielding Clarke, Chief Justice.)

Tuesday, November 8.

FRANCIS CONRAD NAUDIN.

Mr. Wright (of Messrs. Wootton and Denton's office), on the petition of Liu Shing, applied for a receiving order in the matter of Frederick Conrad Naudin, who disappeared from the Colony on October 5. To his comrade, Naudin was indebted for \$69,000, and to the Tung Fong Sir for \$69,73, and did not owe about \$30,000.

In answer to his hearing some evidence, said he did not think bankruptcy proceedings were justified unless there was something to divide amongst the creditors. He afterwards granted a receiving order that the goods and furniture left behind by the bankrupt might be realised.

CHARLES JAMES BATEMAN.

In the matter of Charles James Bateman, the petitioners came before his Lordship for public examination.

It was stated that Mr. Bateman was a schoolmaster, that his liabilities were \$3000, and his assets practically nil.

In answer to his Lordship, the petitioner said that he was master of the Hongkong Public School till 30th June, 1891, when the school ceased to exist. He earned \$300 a month, and at the time the school closed he had debts to the amount of \$3000. His inability to pay his debts of \$3000, his assets practically nil, he received notice of the stopping of the school six months before he died. His wife was resident in Hongkong, but all his family were at home. One son was still at school, and his eldest son was not in a position to maintain himself and had to receive assistance from petitioner. He had kept his appointment at the Public School he had every reason to believe that he could have paid off his liabilities, and his difficulties were further increased by his having to give up his boarders in consequence of an outbreak of fever. He believed he would be able to pay \$70 a month for two years to his creditors, as there was a probability of the attendance at his private school increasing, and this composition had been accepted by his creditors at the first meeting. His School was not at first successful because it was in a private house and at too great a distance

from the homes of the children. A more suitable place had now been obtained, and he was sanguine of success.

No questions were asked by the creditors present, and his Lordship declared the public examination closed.

Mr. Samson's Hero, 1st, 7 lbs. (Mr. Dallas) 1
Mr. Henry Sylvie's Majestic, 1st, 7 lbs. (Mr. Meyerink) 2
Mr. Frederic's Bovril, 1st, 1 lb. (Mr. Read) 3
Mr. Frederic's Beeswax, 1st, 1 lb. (Mr. Crawford) 0
Mr. John Peels' Talisman, 1st, 1 lb. (Mr. Hough) 0
Mr. Common's Petrol, 1st, 9 lbs. (Mr. Sampson) 0
Mr. Buxley's Enthusiast, 1st, 1 lb. (Mr. Macbado) 0
Mr. John Peel's Merry Thought, 1st, 2 lbs. (Mr. Reynell) 0
Mr. Nicholas' Mammy, 1st, 1 lb. (Mr. Midwood) 0
Mr. Samson's Zephyr, 1st, 4 lbs. (Mr. Nasson) 0

Wednesday, Nov. 2.
Never has there been a race meeting in Shanghai that has been more favoured by the weather, and that has gone off more successfully all round, than that whose formal programme was concluded yesterday evening.

Again the wins were very much divided, only one stable, Mr. Samson's, securing two prizes. The *Par-Mutuel* was more crowded than ever, and the total amount invested on the three days reached the very considerable sum of \$6,200, \$9,700 on the first day, \$13,040 on the second, and \$13,570 on the third. The largest sum invested on any one race was \$8,225 in the Champion Sweepstakes. *Hero* alone carrying \$2,225 of the total of the day.

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THE CHINA MAIL.

No. 698—November 8, 1892.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARTIRES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUZI,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRA,
MARSHILLS, LONDON,
HAVRE AND BORDEAUX;

PORT OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 15th November, 1892, at Noon, the Company's S.S. **GLENDOON**, Commander, E. BLANDIN, with MALES, PASSENGERS, SPICES, and CARGO, will leave this Port for the above places.

George and Spuds will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Spuds and Parcels until 3 p.m. on the 15th November, 1892. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office, G. de CHAMPERAUX, Agent.

Hongkong, November 2, 1892. 1934

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK VIA
OVERLAND RAILWAYS, AND COACHES
AT YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG,
Peru..... SATURDAY, Nov. 19.
City of Rio de Janeiro..... SATURDAY, Dec. 10.
City of Peking..... SATURDAY, Dec. 10.

THE U. S. Mail Steamship **PERU** will be dispatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 19th November, at 1 p.m., taking Passengers and Freight for Japan, the United States and Europe.

RATES OF PASSAGE.

From Hongkong, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, B.C., Fort Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco.

225 338 394

253 333 487

275 413 492

285 428 499

296 443 517

305 458 534

Buffalo, Niagara Falls N.Y.

Kingston, Ottawa, Ont., Montreal, Quebec, Que.

New York, Albany, Troy, Rochester, N.Y.

Baltimore, Md., Philadelphia, Pa., Pittsburgh, Pa., Washington, D.C., Boston, Mass., Portland Me., Halifax, N.S., St. John, N.B.

Liverpool, and London via Liverpool, and Liverpool and London.

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